

Standard Parts for All Trucks

The Geo. P. Clark Co. makes "everything in trucks" from a castor to the most complex and specially designed trucks for industrial use.

Each part of their regular truck is standard and made in large quantities. Special trucks are made from these standardized parts wherever possible to reduce the number of new parts to be made and cut down the cost of production.

Under ordinary circumstances the company can replace any part of any truck made either by themselves or by others when not covered by patents. Except in rare instances, this is done from stock. These parts can be furnished singly to individuals or in large quantities to manufacturers needing them for their own product.

Service for Truck Users

The company maintains a service department for the benefit of all users of trucks of any make. No problem is too insignificant to merit the attention of this department and none too

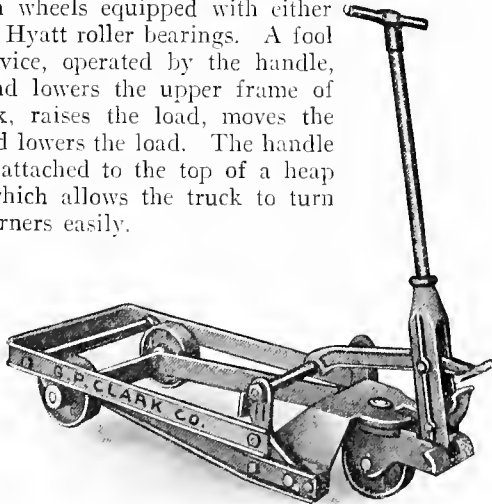
big for it to handle. With complete standardization of parts, and the wide experience and skilled workmanship of its employees the company can give prompt, efficient service to all truck users.

Clark Transfer Trucks

The Clark three-wheel transfer truck is one of the lightest on the market. Strength has been maintained at the same time through the use of steel channels and flat bars. Carefully selected roller bearings render the wheels easy running and the truck stands up well under the most exacting conditions.

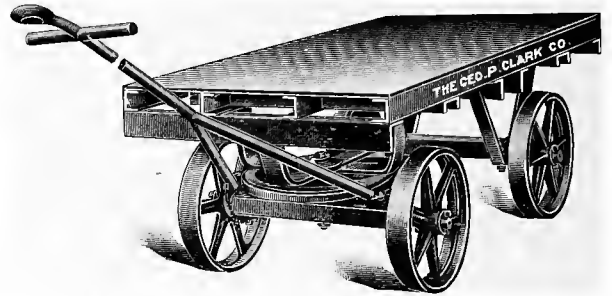
These two features, lightness and ease of operation, are most important factors. Incorporated in these trucks they save the workman the exertion of handling unnecessary weight and enable him to do a greater amount of work per day with less effort.

Clark transfer trucks are made with capacities ranging from 100 lbs. to 2,500 lbs. The frame rods and handle are all made of steel, the axles are steel fitted with iron wheels equipped with either Clark or Hyatt roller bearings. A fool proof device, operated by the handle, raises and lowers the upper frame of the truck, raises the load, moves the truck and lowers the load. The handle itself is attached to the top of a heap swivel which allows the truck to turn sharp corners easily.



Clark Transfer Truck.

DIMENSIONS OF TRANSFER TRUCKS							
Type	Capacity	Length Over All Inches				Height of Top of Frame from Floor	
		Handle Down		Handle Up		Max.	Min.
		Frame Up	Frame Down	Frame Up	Frame Down		
WN31	1000	81½	85½	38½	44	7½	6
WN32	1000	91¼	95½	48½	54	7½	6
WN41	1000	82¼	86½	39½	45	8½	7
WN42	1000	92¼	96½	49½	55	8½	7
WN51	1000	82¼	86½	39½	45	9½	8
WN52	1000	92¼	96½	49½	55	9½	8
WN61	2500	78½	--	40	44½	8	6
WN62	2500	88½	--	50	54½	8	6
WN64	2500	88½	--	50	54½	8	6
WN65	2500	98½	--	60	64½	8	6



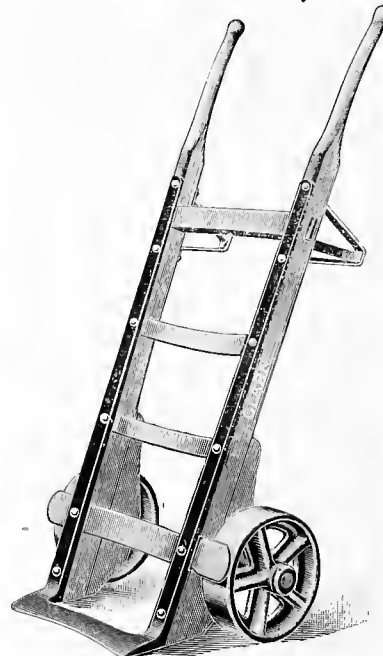
Combination Hand Truck and Trailer, Type NL11.

Other Clark Trucks

The combination truck and trailer shown above is built entirely of metal and designed for handling hot or cold sheet metal, large castings, etc.

The freight truck shown below is used around depots, docks, etc. It is well-made with sufficient bracing to guarantee a long life.

These trucks are two from among thousands built by this company. They have on file over one thousand photographs of special trucks which they have built for almost every conceivable purpose. These are in addition to the many standard trucks shown in the bulletins issued by the company. These bulletins are listed below and will be sent to anyone desiring them.



Clark Hand Truck, Type B3JFB15.

Bulletins:

AC Wheels and Casters.

D Trucks for Wood Workers.

E Butchers and Packers' Trucks.

F Fibre Cars, Rattan, Splint and Canvas Baskets.

G Office Trucks, Hospital Trucks.

H Miscellaneous Trucks.

J Platform, Table and Express Trucks, etc.

K Paper Makers and Printers' Trucks.

M Dry Goods, Dye House and Laundry Trucks.